

showed much solicitude to the President. He had long been in the hope that the intelligence and patriotism of his citizens would prevent any interference upon the part of the Executive and the General Government. But, when he was informed that the President had taken the matter into his own hands, he was not a little surprised. He was, however, not at all alarmed, and he was not at all surprised that the President should have taken the matter into his own hands. He was, however, not at all alarmed, and he was not at all surprised that the President should have taken the matter into his own hands.

FRIGHTFUL ACCIDENT!

STEAMBOAT COLLISION ON LAKE ERIE.

GREAT LOSS OF LIFE!

ERIC, Friday, Aug. 20, 1852.—10 A. M.
The steamer Atlantic came in collision with the propeller Ogdensburg, at two o'clock this morning, and sunk in about half an hour.

A dense fog prevailed at the time of the collision.

Captain PETTY, of the Atlantic, is safe, but sustained some injury. The first mate was also saved. The steamer Clayton has gone to the wreck. All the passengers saved by the Ogdensburg had nothing on but their night clothes.

The loss of life from the Atlantic is estimated at two hundred and fifty persons—while about a like number were taken on board the propeller, which was leaking badly, but they succeeded in reaching this port with her.

The emigrants, who could not understand a word spoken to them, by their cries and terror added to the horror of the scene.

The cabin passengers, and all who could be made to understand, were exhorted by the Captain and officers to remain calm, and provide themselves with chairs, settees, beds, &c., all of which were patent life-preservers, and would buoy them up in the water. Numbers, however, unheeding, and not understanding the advice given them, rushed overboard to certain death.

At about 2½ o'clock, amid the wild shrieks of the passengers, the steamer settled and sunk.

The propeller had kept in the wake of the Atlantic, and those on board her did all in their power to preserve the lives of the hundreds of human beings who were now seen struggling in the water.

The fog was a sad hindrance to their efforts, but some 250 were rescued from the Lake and taken by the propeller to Erie. A large number left at once on the Sultana for Cleveland; others came down in the cars this morning.

From the best information we can gain, we are led to believe that some 300 lives are lost. The following is a list of the cabin and second-class passengers, as ticketed from the office here. The names alone are known without initials, and the places named are the cities in which the passengers procured their tickets, but it is not certain that, in all cases, they reside there:

CABIN PASSENGERS.—For Chicago,

Mr. OSBORN and child, New-York;

Mr. READ, of New-York;

Mr. FIELD and family of three, of New-York;

Mr. FROST, of Boston;

Mr. CALKINS, of Albany;

Mr. LAKE, of Albany;

Mr. FAIRBROTHER, of Albany;

Mr. BUSINELL and brother, of Albany;

Mr. LAWRENCE and family of three, of Utica;

Mr. CLARK and family of three, and one child, residence not known;

Mr. CONNELL, sister of Eliza Burditt;

F. O. MOSIER, of Canada;

For Washington—Mr. S. CHAMBER, New-York; Mr. Britton, do;

For Milwaukee—Mr. STANLEY, residence not known; Miss MYERS, do;

For Detroit—Mr. CARLEY and wife, of Troy; B. SELL, do; BROWN, do; LEFORD, do; KIRBY, do; JOHNSON and wife, residence unknown; WHITE and wife, do; CRIPPEEN, do; GREEN, do; BURCH, do; MONTGOMERY, do;

The second-class passengers, ticketed at the office, were as follows:

For Chicago—Mr. HARTLEY and wife, of Albany;

Togwood and wife, Troy; Mrs. STEPHENS, residence unknown;

For Milwaukee—Mr. MARSHALL, of Boston; Mrs. HALL, Graves, and COLVIN, residence not known;

For Shelbyville—Mr. TURNER, residence unknown;

For Detroit—Mr. WERTS, wife and two children; Bird and wife, HAMMERMAN, STEWART, LUCAS, and HAYES;

How many of the above are lost it is impossible at present to say, but it is thought the loss of life has been principally confined to the poor emigrants, who, although life was of course as precious to them as to the wealthiest of our citizens, will not leave so many amongst us to lament their untimely deaths.

From Mr. Homan of the Michigan Central Railroad office, we received the information that the following were the numbers of tickets issued from his office: Steerage passengers, Emigrants, 217; Deck do, 321; Second Class do, 10; Cabin do, 48, making 556. Aside from these Mr. Homan thinks there may have been 125 persons on board, including the crew—making in all about 680, and reducing the probable loss to about 200. This, we fear, is a little below the mark.

The emigrants were from Norway, who came through by Lake Ontario steamers from Quebec, and about 75 or 80 of them were left on the dock, the agent refusing to suffer them to go on board.

They now mourn the loss of their friends. There is reason to hope many may yet be saved on life preservers, with which the boat was well furnished.

Immediately on the news being received in this city, the steamers Northern Indiana and Louisiana, and propeller Princeton offered their services to go to the wreck. The Louisiana, which was fired up, immediately prepared to start, but the Company's boat Cleveland, arriving from up the Lake, was instantly dispatched to the scene of the catastrophe. She saw nothing of the wreck on her down trip, owing to the fog.

An Express Company had about \$50,000 in money on board the boat.

A very dense fog prevailed at the time of the collision.

The passengers were all in bed, and the first mate was on duty.

Immediately after the collision, which was very severe, the utmost confusion prevailed among the steerage and deck passengers, a very large portion of whom were Norwegian emigrants, and several, it is thought, in the terror and darkness that prevailed, jumped overboard to certain death.

Captain PETTY, although seriously injured, with the assistance of the crew, endeavored to calm the fears of the passengers, assuring them there was no danger.

The steamer kept on her course, the officers hoping to be able to reach port, although the boat was leaking badly. The water, however, gained rapidly on them, despite the efforts of the crew, and by the time they had proceeded about two miles from the spot where the collision took place, it was found that the vessel was rapidly sinking—the fires in the engine room being extinguished by the water.

A scene of terrible confusion followed.

Third Dispatch.

The following are known to be saved:

JOHN W. MURPHY, Express Agent.

W. WALLINGRIDGE, of Buffalo.

Mrs. F. H. HARRIS, of Detroit.

D. S. WALLINGRIDGE, of Buffalo.

RICHARD M. SMITH, of Penn Yan, N. Y.

WALTER OSBORN, Milwaukee.

A. REED, Farmington, Ill.

ANNE C. ELLIS, Sandwich, C. W.

Mrs. MYERS, Utica.

E. G. EVERETT, Greenfield, Mass.

Mr. ROCKWELL, Knosha, Wis.

Capt. TURNER, Oswego.

ALFRED CLARK, Coldwater.

L. D. CHAFFIN, Coldwater.

Mrs. L. BUCKLEY, Battle Creek, Mich.

A. CALKINS, Belvidere, Ill.

J. L. D. BIRKELL, Mobile, Ala.

S. V. R. GRAY, Erie County, N. Y.

A. CALVIN, Erie County, N. Y.

J. SWANSON, Clinton, N. Y.

JAMES RUSSELL and Lady, Strasburg.

C. HUNTER, 1 Lisle, Ill.

R. WHITE and Lyle, Orwell, Vermont.

W. O. HALL, Albany.

Mrs. ANDREWS, Ann Arbor, Mich.

Mrs. CONNELL, do.

Among those known to have been on board, and not yet heard of, were: W. E. DAGGERT, of Chicago; ALEX. BURDELL, Agent; and HORACE CARLEY and JANE CARLEY, of East Randolph.

Fourth Dispatch.

THE LATEST FROM BUFFALO.

BUFFALO, Friday—9 P. M.

Up to this hour no further names of cabin passengers, either lost or saved, can be ascertained. Nine of the crew and about twenty-five of the cabin passengers are known to be saved.

Captain PETTY, of the Atlantic, while lowering a life-boat, fell a distance of 11 feet into the boat, striking his head and cutting it badly. He was precipitated into the water and supposed to be lost, but was picked up by a boat from the propeller, after clinging for 15 minutes to floating pieces of timber. He is much injured, and now lies in this city in a precarious state.

Mr. DASA, who was lost, was very efficient in saving the lives of passengers, and exhorted them to cling to the life-preservers when in the water. When the boat went down, he took a settee and plunged overboard, but at the same moment some 20 or 30 emigrants leaped over on him, and he went under.

The last persons taken from the boat were Mr. GIVAN, Clerk of the boat, and Mr. BUCKLE, first Engineer. The steamer had then sunk all but her stern, and they, with some Illinois passengers, were clinging to a rope attached to a floating mast and the wreck, being up to their shoulders in water.

As soon as the shrieks of the drowning passengers were hushed, the voice of a little boy was heard and it was then first discovered that a child, about 8 years old, was also clinging to a rope a short distance off. The little fellow, talking to himself, was saying, "Oh! I can't hold on much longer. If papa was here, he would hold me up."

The man from Illinois, a fine, powerful fellow, immediately moved a long rope, and seized the boy as he was about to sink. He held him for some time, and called out to Givan to come to his relief, as he was nearly exhausted by the weight. Givan made an attempt to reach him, but in vain. At that moment the boat of the propeller, loaded to the waters edge with rescued passengers passed, and Givan hailed them, and entreated them to save the boy. Mr. Blodgett, first mate of the Atlantic, who was on board, jumped out, and swam to the rope, took the boy off and returned to the boat with him. He was thus saved.

The little fellow was from Massachusetts and was with his uncle, who was drowned. His name was not recollected by the clerk. The next boat from the propeller took off the clerk, first engineer and the Illinois passenger.

The passengers at Erie held a meeting to-night and passed resolutions thanking God for their preservation and safe deliverance, and exculpating the officers of the Atlantic from all blame.

P. S.—Aaron Sutton and family, of New-York, who were on board the Atlantic, are all saved.

The Lake Erie Catastrophe.

ERIC, Friday, Aug. 20, 1852.—P. M.

The steamer Clinton has returned from the wreck of the Atlantic. She reports her entirely disappeared and sunk in 25 fathoms of water. The boat belonged to Messrs. Wards, owners of the Caspian, lately lost at Cleveland. She was valued at \$60,000, and was not insured.

The Grand Lodge of I. O. of O. F. of Northern New-York.

AUGUSTA, Friday, Aug. 20, 1852.

The Grand Lodge, by a unanimous vote, have directed all official notices, &c., to be inserted in The Golden Rule, of New-York City.

Duel Between Two Editors at Nashville.

NASHVILLE, Friday, Aug. 20, 1852.

A personal altercation occurred here this morning between Mr. Zollinger, Editor of The Banner, and Mr. Mailing, Editor of The Union. Shots were exchanged, and the matter was shot in the hand, and the latter in the face, the ball passing downward into the chest—the wound is thought dangerous. The cause of the duel was remarks made by each in their respective papers as to Gen. Pierce, and election matters.

Murder and Distribution.

LOUISVILLE, Friday, Aug. 20, 1852.

A foundryman named McGowan was murdered in a house of 10 rooms, kept by Sarah Williams, on Wednesday night. Last night Relief Fire Company proceeded to the place, and after mobbing the house, burned it to the ground. A large crowd assembled on the spot, but no attempt was made to stop the proceedings. McGowan was a member of the Relief Fire Company, and was formerly a citizen of Cincinnati.

The Hartman Murder at Buffalo.

BUFFALO, Friday, Aug. 20, 1852.

A negro man named Howard was arrested at Erie, N. Y., on suspicion of being the murderer of Mr. Hartman. Mrs. Hartman still lives.

Marine Disaster.

New-Orleans, Friday, Aug. 19, 1852.

The bark Marionton, from Philadelphia, bound here, is ashore at Dog Rocks, with but small prospects of being saved.

XXXIII CONGRESS... FIRST SESSION.

SENATE... WASHINGTON, Aug. 20, 1852.

Mr. HALE moved that the rule requiring Friday to be devoted exclusively to private bills be suspended. He desired to have the Homestead bill taken up.

Mr. HUNTER said that if the rule be suspended, he would propose to devote 11 o'clock for morning business, then the Civil and Domestic bill, and then go on with the River and Harbor bill.

Mr. FISH said he would move to-morrow to take up the Land Distribution bill. A motion to suspend the rules was agreed to.

The CHAIR laid before the Senate communications from several of the Departments, with statements of the number of clerks, their salaries, &c. Also, the annual report of the Regents of the Smithsonian Institution.

Mr. HALE moved that the Homestead bill be taken up.

Mr. SHIELDS was in favor of the bill, but the reports of Committees should be allowed. The motion was made an untimely moment.

Mr. DOUGLAS was a friend of the bill, and would vote for taking it up at an appropriate time. He would suggest that the Senate meet at night, and that then the Land bill be taken up, and continued every night till disposed of.

Mr. DAWSON said there existed a singular case of debt. There were bills in calendar to pay hundreds of private claims—money actually due them by the Government—and yet those bills were postponed for the purpose of giving away extensive favors to people who have no claim on the Government.

Mr. HALE said the appropriate time for this would never arrive until after November next. If it were now taken up he would consent to postpone till any hour desired, even if it was midnight.

Mr. RUSK hoped the whole time for reporting bills would not be taken up in a debate.

Mr. PRATT opposed taking up the bill.

Mr. CHASE considered this an appropriate time for taking the bill up, in order to fix a time for its consideration.

Mr. MASON was opposed to taking up the bill. His position was strengthened by the quarrel from whence the motion came. It was well known that the Senator who had made the motion had been nominated for the Presidency by a party called Abolitionists, Liberty Men or Free-Souls.

Mr. SHIELDS was in favor of the bill, and was well known to the Senate.

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The CHAIR said Senator's motives could not be questioned.

Mr. MASON did not question the Senator's motives. They were doubtless patriotic, according to the measure of that Senator's patriotism.

He was opposed to this bill to enable the party which nominated that Senator, whose triumph would be the destruction of the country to distribute large amounts of money to the people on the eve of an election.

Mr. HALE said that he thanked God that the measure of his patriotism was not the same as that of the Senator. His patriotism was not to be measured by the same measure. This bill did not originate with the Senator, but with the Senator's constituents.

It did not originate at Pittsburgh or Cleveland, but further South. It originated in a section south of Virginia, where patriotism was regulated by the same standard as that of the Senator from Virginia.

The question was taken and the motion to take up was rejected by the following vote:

YEAS—Messrs. Bright, Cass, Chase, Clark, Cooper, Dodge, (Iowa), Edwards, Davis, Duffell, Hale, James, Jones, (Iowa), Seward, S. M. Wells, Walker—19.

NAYS—Messrs. Adams, Aldrich, Rogers, Bayard, Ball, Baring, Bradbury, Brodhead, Brooks, Butler, Charlton, Davis, De Sadeur, Felt, Foster, Grier, Hamlin, Hunter, Jones, (Tenn), King, Mallory, Mangum, Mason, Merriweather, Morton, Morris, Pearce